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IR&D review: forum for technical exchange

Grumman's Independent Research and Development (IR&D) program fared "exceptionally well" in the scoring of 103 government evaluators from the Navy, Air Force, Army and NASA who attended the recent Grumman On-Site IR&D Review.

Dan Huebner, Senior Vice President of Business Development, closed the four-day review saying "Grumman is very pleased with both the outcome of the review's scoring and the impressive turnout of government evaluators. This review, in particular, has reaffirmed the basic objective of the on-site IR&D review process: providing a forum for technical exchange. In all, it has been a very successful meeting of minds."

Huebner's remarks closed what was the largest IR&D review ever at Grumman in which 45 presentations were offered on the company's IR&D projects to the DOD and NASA evaluators.

Grumman Corporation President Joseph Gavin welcomed the government evaluators at the start of the review on Monday, September 10. In his comments at the reception held Monday evening at the Plainview Plaza, Gavin said: "The exceptional turnout that this review has generated is truly encouraging. Undoubtedly programs such as this one can go a long way towards improving the lines of communication between government and industry technical communities."

Dr. Renso Caporali, Grumman Senior Vice President of Technical Operations, opened the first day of the on-site review on Tuesday morning saying: "We at Grumman are very much committed to our IR&D program. . . we regard it as the life-blood of our business."

The on-site review is a government-mandated program designed to give government agencies an opportunity to inspect the on-going independent research and development efforts of defense contractors. It is an outgrowth of the "Technical Plan" written reviews that are submitted to the government each year by Grumman to describe its IR&D efforts. This year's review was the first such on-site inspection held at Grumman in three years and ran from Tuesday, September 11 through Thursday, September 13.

"We believe that this program is of great importance to the government. We're very pleased by the apparent emphasis and interest in the IR&D program shown by the various military and government operators and most assuredly by those agencies that are responsible for the procurement of goods and services for those operators." said Dr. Caporali. "I think probably the best testimony for that increase in interest is, in fact, your attendance here today," he told attendees.

The on-site review is scored by government agency evaluators (as is the Technical Plan) based on progress, time and money spent, application and a number of other factors. These scores are used as a basis for IR&D funding negotiations between the government and Grumman.

In a formal welcome printed in the On-Site Review Agenda booklet, Grumman Aerospace President George Skurla pointed out that the three-day review process consists of a "comprehensive presentation and discussion of Grumman's IR&D activities." He said that the sessions were designed to provide a "forum for technological synergism between Grumman personnel and their counterparts within the Department of Defense and NASA.

"The opportunity for personal interaction and meaningful discussion should add a new dimension to current IR&D programs and establish a baseline for future endeavors," he added.

Hal Andrews, NAVAIR technical director for research and development, followed Dr. Caporali's opening remarks with a review of the Navy's technical needs. Grumman's Mike Ciminera, director of Advanced Systems Technology, then offered a comprehensive overview of the "scope and focus" of the total Grumman IR&D program.

(Continued on page 3)

***'Meeting of minds.'** Over 100 government evaluators visited Bethpage recently for an on-site review of Grumman's IR&D programs.*

Braving Long Island's apartment shortage

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Trillo named general manager at Calverton

At the end of this month, Bill Trillo will assume the responsibilities of general manager-Calverton Operations. Trillo succeeds Vice President Tom Merritt, who is retiring after 16 years of service at Grumman.

A longtime Grummanite, Trillo most recently has served as deputy general manager of Calverton Operations, a post to be filled by Roy Montana. In addition to designing and selling aircraft, Trillo has written about and flown them. His aviation career began in 1943 when he joined the Army Air Corps.

Upon graduation from Ohio State University, Trillo joined Grumman in 1952. He started in the Service Bulletin Department, writing about changes to Grumman aircraft. He then served the balance of the Fifties in Systems Design and Preliminary Design.

Trillo moved into Business Development in 1963, where he handled the Mohawk and E-2A programs. In 1965, he rejoined the Engineering Department. He was appointed program manager of the Shedlite Program in 1967. In 1968, Trillo became Grumman's first candidate for the Defense Weapons System Management Course at Wright-Patterson Air Force Base.

From the late Sixties to the mid-Seventies, Trillo worked on the F-111 and the A-6 programs, on the latter as program manager and program director. In June of 1976, he was appointed general manager of Bethpage Operations, and in July, 1980, general manager of the Product Development Operations Center (PDOC). For a time he served both in that capacity and as managing director of the Malaysian A-4 Skyhawk proposal effort. He was named deputy general manager at Calverton in October 1982.

Bill Trillo

Tom Merritt

Merritt retires

At the end of this month, Tom Merritt, vice president of Calverton Operations, retires from Grumman Aerospace after 16 years of service.

Merritt is a retired career Marine officer. His varied assignments in the U.S. Marine Corps included service as the commanding officer of the naval air facility at Okinawa, and as commanding officer of the naval aircraft facility at Cherry Point, North Carolina. He also served as part of the selection board for acquisition of new naval weapons systems in the Systems Command, Washington, D.C.

After his retirement from the Corps in 1968, he joined Grumman. He was shortly thereafter appointed manufacturing manager of the A-6B, and, in 1969, he became director of manufacturing managers of all Grumman Aerospace programs.

The following year, he became general manager of Savannah Operations. In 1971, Merritt was appointed manufacturing manager for the F-14. He became general manager of Operations at Calverton in 1975. He was elected a vice president in 1983.

Next issue: October 12th

Trainer takes off. *The first TA-4 Skyhawk for Royal Malaysian Air Force took off on its maiden flight recently at Grumman St. Augustine in Florida.*

It's up, up and away for TA-4 at GSAC

ST. AUGUSTINE, Florida — The first TA-4 Skyhawk built by Grumman for the Royal Malaysian Air Force (RMAF) recently took its first test flight here.

The aircraft, camouflage painted and emblazoned with Malaysian Air Force insignia, was flown by Grumman test pilots Pete Tummillo and Mike Burke to an altitude of 32,000 feet. It reached a speed of Mach .9 during the one-hour flight.

Marty Dandridge, A-4 program managing director, commented, "Today is a major milestone for the Grumman/Royal Malaysian Air Force Program. The TA-4 design is one of the chief reasons why Grumman won the contract over its competition."

The TA-4 is a two-seat trainer version of the single-seat, single-engine, light attack A-4 Skyhawk, originally manufactured by Douglas Aircraft. Grumman is modifying six A-4L, J-65-powered Skyhawks to the trainer configuration by lengthening the fuselage 28 inches to accommodate a tandem cockpit and dual flight controls.

The forward section modifications are being done at Plant 5 in Bethpage. These are then rejoined with the tail sections at Grumman St. Augustine Corporation (GSAC) in Florida.

The six TA-4s will be used by the Royal Malaysian Air Force for pilot and ground crew training in support of its 34 GSAC-rebuilt A-4s. The TA-4 can also serve as an attack plane. The 40 planes will equip two RMAF squadrons.

The Skyhawks were purchased from the U.S. Navy by the RMAF. Grumman is receiving $120 million to remanufacture the planes and provide product support and pilot and maintenance personnel training. All 40 aircraft receive new wiring, updated avionics, two additional wing store stations for armament, a drag chute, and a refurbished engine.

The A-4 program has been under way at Grumman since December, 1982 and the last delivery is set for December, 1985. The initial flight of an single-seat A-4 PTM (for Peculiar to Malaysia) took place in April of this year.

Retiree obituaries

Charles McGovern of 9376 Wilcox Dr., Cincinnati, (OH), died August 11, 1984. He retired in 1961.

Murray Osmond of Box 304, Mastic (NY), died August 17, 1984. He retired in 1977.

Charles B. Harvey of 208 8th St., Hallandale, (FL), died August 18, 1984. He retired in 1963.

Albert M. Nasser of 746 Main St., Farmingdale, (NY), died August 21, 1984. He retired in 1971.

Joseph Vanderloske of 80 Deer Path Rd., Central Islip, (NY), died August 22, 1984. He retired in 1971.

John W. Parker of 162 State St., Westbury, (NY), died August 23, 1984. He retired in 1981.

John S. Petersen of 14A Beck St., Winter Haven, (FL), died August 28, 1984. He retired in 1973.

Carpools

Bohemia/N. Great River vicinity to Bethpage: Seeking additional member to share driving. Hours 8 a.m. to 4:30 p.m. Call T. Germano, Ext. 59377 or J. McGunness, Ext. 57356.

Smile!

The summer season on the fairways and softball diamonds is over. The special supplement featuring 1984 winners will be published late next month.

IR&D program gets high grades from on-site review evaluators

(Continued from page 1)

Ric Trotta, IR&D On-Site Review chairman, pointed out that "The basic objective of this review program is to improve communication between our technical people and the government's technical people."

Trotta noted that the increased attendance at this year's review — up from only nine evaluators in 1981 to 103 this year — was an "important improvement and a direct result of both Navy and Grumman efforts to focus more attention on IR&D."

NAVAIR assistance

Trotta specifically cited the help of Grumman's IR&D lead evaluator for NAVAIR Systems Command, Doug Kirkpatrick, commenting that: "through Doug, we were able to get the kind of participation needed at these on-site reviews for a sucessful transfer of information."

The Grumman On-Site Review was an ambitious undertaking in which 45 different projects were outlined in special presentations. Those presented were chosen from 169 ongoing Grumman efforts. "While technically we covered only about one-quarter of Grumman's total number of IR&D projects in the review, we presented about half of the total dollar value of all our IR&D," said Trotta. "The point that we wanted to emphasize was that Grumman has increased its IR&D activities some 300 percent over the last few years," he added.

The review presentations were broken down into three categories: Flight Sciences/Aeronautics; Avionics/Subsystems; and Structures/Materials. The three concurrent sessions were held in conference rooms in Plant 25 as well as lab sites and other locations in Plants 14, 106, and 12. Each of the sessions was specifically geared to "evaluator expertise within the technical field being presented," said Trotta.

"When we began planning for this review, back in early January, we felt that we wanted to show the scope and focus of our entire IR&D program. Specifically, that we are developing technology with both near term and long term benefits," Trotta explained.

The 45 presentations themselves were carefully structured to fit into 20 to 40-minute time slots — "so that we could cram as much information as possible into our three-day timetable," he noted.

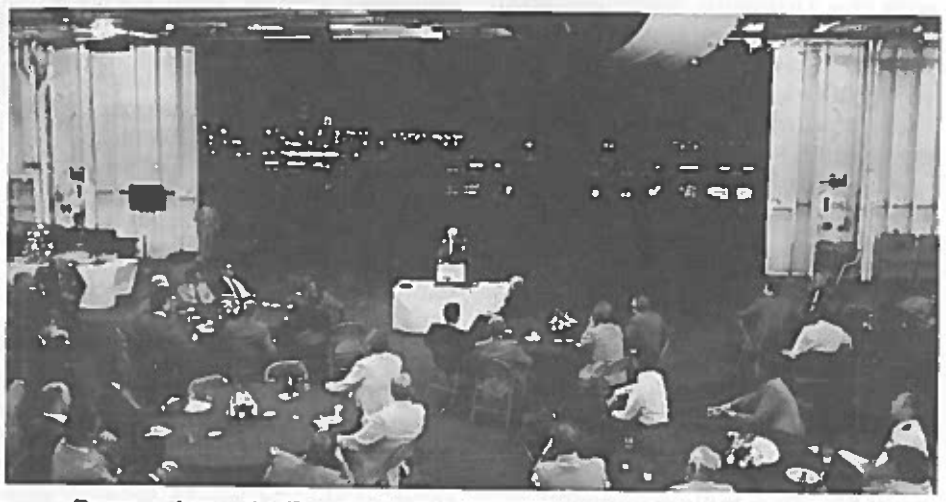
A typical presentation offered: a statement of a problem (i.e., a technical need); the objective of study; technical approach; resources used, if any; progress (time period covered); application and payoff — potential military and/or NASA relationship; and resulting contracts, if any.

In addition to all the technical presentations offered during the review, several informal functions were also a part of the event. Government evaluators and Grummanites involved in the program were given a chance to mingle on a social/business basis at luncheons held between sessions in the Plant 5 executive dining rooms.

They were also feted at a special dinner and cocktail party aboard the Intrepid Air and Sea Museum, docked in New York City — and at a picnic at Grumman's own McKay Field complete with a volleyball competition. A tour of the recently unveiled X-29 in Calverton was offered on the final day of the review.

"Our presentations program ran from 9 a.m. straight through to 5 p.m. for three days and the workload involved was pretty intense for everyone," asserted Trotta. "That is why we scheduled the informal gatherings — so that our technical people could mix with the government evaluators in a more relaxed atmosphere. It gave everyone a chance to ask and answer questions in the kind of detail that just wasn't possible during the review sessions due to the time constraints involved.

"The dinner aboard the Intrepid and the McKay Field picnic were both very successful. Everyone had some fun and our technical community got to know their technical community on a personal basis. That can only enhance future communication — and that is precisely the purpose of the On-Site IR&D Review in the first place," he concluded.



Personal touch. *Events such as the dinner on the U.S.S. Intrepid in New York City offered the evaluators and Grummanites a chance to get to know each other on a personal basis.*

An IR & D greeting. *Grumman Corporation President Joseph Gavin welcomed 103 government evaluators to the Grumman On-Site IR&D Review at a reception held at the Plainview Plaza on Monday, September 10.*

Big review. *The Grumman On-Site Review was an ambitious undertaking in which 45 different IR&D projects were presented to government evaluators.*

On-site review draws many

Underscoring the importance of the on-site review to Grumman, the list of the company's top officials who attended during the course of the four-day event included: Joseph Gavin, President Grumman Corporation; Dan Huebner, Senior Vice President of Business Development; Dr. Renso Caporali, Grumman Senior Vice President of Technical Operations; Pete Oram, Senior Vice President of Aircraft and Marine Programs; Will Bischoff, Vice President and Chief Engineer for System & Vehicle; Harry Kline, Vice President of Integrated Logistics Support; Ray Nightingale, Vice President of Staff Operations and Administration; Jim Philbin, Program Vice President E-2C; Robert Myers, Senior Vice President of Resources; David Walsch, Vice President of Marketing; Albert Verderosa, Vice President and Deputy Director of Aircraft and Marine Programs, Alex Alexandrovich, Vice President of Space Programs; and Mike Ciminera, Director of Advanced Systems Technology.

news briefs

Power Authority date

The New York Power Authority has scheduled a hearing for October 30 on the proposal to sell Grumman cheap upstate power through the year 2001.

Grumman has been receiving cheap upstate power since last October under a temporary agreement with the Authority. State legislation signed recently by Governor Mario Cuomo allows the allocation of up to 36,000 kilowatts to as many as three southeastern New York companies on a long-term basis.

The Authority wants to sell 10,000 kilowatts to Grumman — twice what the company receives under its present arrangement, and about 10 percent of the company's total usage. Grumman would pay about five cents per kilowatt hour for the upstate power, compared to an average of eight and one-half cents it now pays LILCO. This arrangement would save the company $2 - $2.5 million annually.

LA office opens

At a ribbon cutting ceremony to open the new Western Regional Office building in Los Angeles, California, Grumman Corporation President Joseph G. Gavin, Jr., said "This office combines all of Grumman's regional activities under one roof and Los Angeles is the latest in a series of similar regional office consolidations."

Gavin cited the need for larger quarters to accommodate more personnel as a factor for the move. The new offices at 5200 West Century Boulevard nearly double floor space — from 6,400 square feet at the old location to 12,200 square feet. Sixty people now work in the Western Regional Office.

John Norris, director of the Western Regional Office, said "in addition to being service representatives and ombudsmen in the region, a major activity of personnel in this office is coordination among the company's various sites and customers and suppliers. In 1983, we supported procurement operations with some 1,300 aerospace suppliers with products valued at $250 million.

"For years, our aerospace operations have focused on this region's companies and government laboratories and agencies for marketing and business development opportunites," Norris continued. "But our expanded location allows some of our smaller subsidiary companies — like Grumman Olson, a builder of aluminum trucks and truck bodies, and Grumman Houston, a supplier to the oil drilling services industries — to establish a sales and marketing presence here also."

Key personnel at the western regional office include: Lillian Dubois, assistant director to Norris; Richard Edwards, West Coast Office director; Alden Rogers, director, Marketing and Advanced Technology Development; Dan Eagen, publications manager; Joseph Giarraputo, procurement manager; Rodney Harmon, quality assurance manager; and Arthur Tomlinson, engineering manager — all of Grumman Aerospace Corporation. Also at the Los Angeles site are: Roy Davies, Grumman Houston Corporation; Ray Fencl, Grumman Olson regional manager; Dr. Robert White, Grumman Data Systems and Robert Jenkins, ISI Systems, Inc.

1985 scholarships

Do you have a high school senior at home? Again this year, at least three of the Grumman Science and Engineering Scholarships are earmarked for dependents of Grumman employees.

Each scholarship covers college tuition up to $4,500 annually for courses leading to a Bachelor's degree in engineering or a scientific field of study within the primary scope of the company's activities. Applicants must be in the top 20 percent of their senior classes and have combined SAT scores of 1,200 or more.

For applications and more information, contact Carol Curtis, Ext. (111) 53257. All application materials must be submitted by November 1.

Employees sons and daughters may be attending high school anywhere but the scholarships awarded to non-dependents go strictly to those attending Nassau and Suffolk Counties' high schools.

P.E. review courses

The Hofstra University Division of Continuing Education is offering Professional Engineering Review Courses this fall for engineers planning to take the Uniform Examinations of the National Council of Engineering Examiners.

The courses are recommended because the New York State Board of Examiners of Professional Engineers and Land Surveyers recently revised its licensing examinations. Sessions will be offered on Saturdays from 8:30 a.m. to 12:30 p.m. beginning tomorrow, September 29, on Hofstra's South Campus in Hempstead.

Under a new roof. *Grumman Corporation President Joseph Gavin (L) was guest speaker at the ribbon cutting ceremony to open the new Western Regional Offices building in Los Angeles. After the speeches, Gavin mingled with others involved in the move to larger quarters: (L to R) Gavin; George Brown, vice president Grumman Corporation; Fred Nicholas, president Hapsmith Company; Pat Russell, President, Los Angeles City Council; John Ruhlen, Ruhlen & Associates; and Lani Young, building manager, Union Bank Center.*

The purpose of the Hofstra program is to provide a good review and preparation for all parts of the Professional Engineering exam. The next exams will be given on October 25-26 and on April 18-19, 1985.

A Professional Engineer is licensed to practice engineering and perform services such as consultation, investigation, evaluation, planning, design or supervision of construction, or operation of a facility. Instructors in the Hofstra program are faculty members and professional engineers.

Further information about the program is available from the Division of Continuing Education at (516) 560-5993.

New assignments

Two appointments were recently made in Corporate Quality and Safety Operations.

John Scannello has been named director, Quality-Procured Material. He may be reached on Ext. (111) 56131, mail stop B27-030. Lewis Golden has been appointed director, Quality-Laboratory Operations and may be reached on Ext. (111) 53070, mail stop A01-010.

Both men report to William Dengler, director of Quality Operations.

obituaries

CHARLES H. HOFFMEISTER of A6/EA-6B Join/Structure, Plant 6, died August 13 at the age of 54. He had been with the company since 1956 and resided at Crittens Lane, Southold.

DONNA NEARY of Assemblies, Plant 3, died August 17 at the age of 22. She had been with the company since 1981 and resided at 1026 Broadside Ave., Uniondale.

JACK W. WATTERS of Tool Engineering, Plant 77, died August 20 at the age of 58. He had been with the company since 1981 and resided at 114 S. 17th St., Fort Pierce, FL.

ARTHUR W. MACMILLAN of Stockrooms, Plant 4, died August 22 at the age of 61. He had been with the company since 1951 and resided at 107 Kissam La., Glen Head.

HENRY C. CONKLING JR. of Standards, Plant 35, died August 30 at the age of 57. He had been with the company since 1965 and resided at 16 Monett Place, Greenlawn.

Reunion

REUNION — Port Washington High School, Class of '51, '52 and '53, to be held October 27, 1984. Anyone interested write to Port Washington H.S. Reunion Committee, 9 White Pine La., Northport, N.Y. 11768 or call JoAnne Walters on Ext. 58707.

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Editor
Kathleen Housley Ext. 53293

Associate Editors
Joe Pititto Ext. 55119
Robert Sample Ext. 55118

Editorial Assistant
Bernadette Gately Ext. 58999
Mail stop: C14-05

Coping with the sky-high cost of renting

Looking for a place to rent on Long Island? A performer at one of Long Island's popular comedy nightclubs recently offered this sage advice: "Don't."

The comic got a few laughs and a smattering of applause, but more importantly, he made a sociological statement familiar to all Long Islanders who, through choice or circumstance, are in the rental market. There isn't enough rental housing to go around, and what's out there tends to be illegal, costly, and often undesirable.

Like it or not, Long Island is the land of the single-family home, and after World War II, when tract houses went up by the mile, few apartment buildings were constructed. Now, many of the baby boomers who grew up in those tracts have entered the rental market, putting a squeeze on an already tight supply. Worse, apartments themselves are disappearing — especially in the tonier parts of the Island — as buildings are converted into high-priced cooperatives and condominiums.

No laughing matter. *In a tightrental market such as that found on Long Island, landlords can charge what the market will bear—which often proves a rude awakening to area newcomers.*

Vacancies become scarce

Nassau County, in the 1980 Census, had a vacancy rate of only 3 percent. Only Manhattan's was lower (2.8 percent). Suffolk County's vacancy rate was a bit higher — 4.7 percent.

Illegal two-family homes take up some of the slack, but beware — such apartments are still against the law in virtually all Long Island towns, despite unequal enforcement. Babylon Town is attempting to legalize many of these houses, but the Town of Oyster Bay, where Grumman's Bethpage complex is located, is tough on them. In an illegal apartment, there are no restrictions on what the landlord must provide. And if disgruntled neighbors complain to the right authorities, the landlord pays a fine, but the tenant ends up on the street.

The situation poses a tough challenge to Long Island employers — including Grumman — as they try to build a high-tech work force. Not only must they provide native Long Islanders and those attending its colleges with an incentive to stay. Companies must also convince people to move here from other parts of the country.

That's a formidable assignment, say Kathy Willsey, manager of recruitment, and Charlie Pfaeffle, manager of employment, both in headquarters. The high price of housing can work against Grumman's recruitment efforts. It may be more expensive to purchase a home in, say, Southern California, than on Long Island, but apartments there are less expensive and plentiful.

"I have to say, this is the worst part of getting a new graduate on board," Willsey says. "We don't go around saying, 'it's very expensive, you're going to find it tough,' of course, but they always ask me what the most difficult and expensive thing will be about moving to Long Island. I don't lie to them. I tell them, finding an apartment."

"A lot of people we would have liked to hire have turned us down due to the housing situation," Pfaeffle adds.

It's hard to pinpoint what an average apartment costs on Long Island, due to the lack of official rent guidelines and to the proliferation of illegal apartments — which are invisible to record-keepers. A glance at the *Newsday* classifieds will tell the story: one-bedroom apartments in Nassau County usually cost between $450 and $600, while two bedroom units are anywhere from $600 to $750. Studios rent from $350 to $450, but the term is often used for rooms in private homes that lack kitchens, private entrances, or even private bathrooms. Some apartments cost less, but just as many are much more expensive.

Big undertaking

The Field Base Administration department relocates new hires, as well as Grummanites from out of state, to Long Island. Relocated personnel are housed in a local motel for 30 days. Field Base Administration also keeps a file of houses and apartments for sale or rent; any Grummanite can go over to headquarters to peruse it.

"In the past year, only one individual had been unable to find permanent shelter during that thirty-days time," Pfaeffle comments, "and that person also owned two dogs and two cats."

Barrie Hughlock, a PhD research scientist in Nuclear and Astrophysics, Plant 26, has lived all over the U.S. and found it more difficult to locate an apartment on Long Island than anywhere else.

"I checked the newspaper and I was amazed to find that Hicksville and Bethpage had practically no apartments," he says. "And all of the big apartment complexes were too far east, were still rather expensive, and even had waiting lists."

A week after he started at Grumman, Hughlock found a house to share in Lindenhurst. He paid $325 per month, had his own bedroom, and shared the rest of the house — and a built-in pool — with three other men. He lived there over a year. Just recently, Hughlock moved into another apartment with a friend.

Let the buyer beware

Hughlock says that when sharing a house, it helps if the housemates lead busy lives. That way, no one individual dominates the household. Also, it's a good idea to be very selective about new people who move in. Hughlock says his old housemates insisted on qualities such as cleanliness, a responsible job, and even a minimum age (late 20s), and the arrangement was more amicable as a result.

"Grouper" ordinances might give some pause. With local variations, every Long Island town has these rules. They make it illegal for more than two unrelated adults to share the same living quarters. However, some ordinances have

(Continued on page 6)

As L.I. rents creep relentlessly upward,

Right at home. *Charles Squires rents a studio apartment in Lindenhurst and commutes to Bethpage. A former Manhattanite, he found it much easier to locate living space on Long Island. Prospective renters should consider Suffolk County, too, because its vacancy rate is several percentage points higher than Nassau's.*

(Continued)

recently come under attack by groups such as the American Civil Liberties Union.

At the other extreme, Annamarie Mical is getting married soon, and is looking for an apartment for the first time. Mical, a secretary in Corporate Estimating, has learned that much of what's out there is expensive and too small for two people. Since the couple hopes to spend a maximum of $600, they have scaled down their wishes somewhat — when they first started looking, they wanted to rent a house.

"We'll have to live near a railroad station, since my fiance works in the city," she says. "Which makes it tough. And neither of us wants to move into the city."

Going home

It helps if one has a good salary, and for this reason, many of Long Island's young people, just beginning their careers, remain at home with their parents.

Mary Ann Urban, executive secretary to Director of Proposal Operations Bill Tebo, lived on her own for three years, then moved home when she could no longer afford it. Urban first shared an apartment with another single woman, then located a studio apartment of her own.

"The two-bedroom apartment in Farmingdale that we lived in went for $360 back then (she moved out in 1980), and now it rents for $700," Urban notes, evidence of the escalating rents on Long Island. Her studio apartment proved to be a horror story. For $250 a month, Urban rented a small room with a sink, hot plate, tiny refrigerator, and bathroom. Plus, "the thermostat was locked, so in the winter, I used to sleep wearing a hat and with an electric blanket on. The only advantage was that it was close to work."

Cost crunch

The final straw came when Urban purchased a used car on credit, and found her rent, car payments, and other expenses too much to handle. So she moved back home with her family. Going home required little adjustment since Urban, her father, brother, and sister (her mother is deceased) get along nicely and give each other a lot of autonomy. She plans to be married in January, and the couple will live in a three-room apartment that Mr. Urban is having built in the basement of the family home.

It's a return to the ceoncept of the extended family. Urban says many of her neighbors have done the same thing, enabling married children to beat the high cost of renting and save for a house of their own. When a couple moves out, a younger sibling can move in, or the apartment can be rented.

"I just came back from New Mexico, where I visited a girlfriend who moved out there," she relates. "She just bought a house for $30,000 and it's very nice. So, I could see a lot of young people moving out of Long Island because of the housing situation. . .someone just starting out, they'd have to get two or three roommates to be able to afford some rents."

Not just the young

Not only are young couples and single people affected by the rental crunch — it also hits those of any age who are widowed or divorced. Bill Pershyn, an engineer in Electromagnetic Effects, has moved three times since his divorce a few years ago. First, he shared a house with another man and his 20-year-old son, but that house was sold. Later, he rented a house, and obtained a roommate to better afford the rent. Pershyn says sharing with just one person would be ideal, but the new roommate found his share of the rent too steep. So they located a third.

Tips for pavement pounders

It's often tough for prospective renters to find housing, but not impossible. Here are a few pointers.

- Be flexible about where you want to live and how far you want to commute. Don't write off Queens — this outer borough of New York City is only 15 miles west of Bethpage, and has plentiful apartments.

- In a tight market, landlords can pick and choose tenants. Try to impress the landlord that you're someone who will pay the rent on time, won't cause problems with neighbors, and will take care of his property. Charles Squires notes that he wore a jacket and tie when he went apartment hunting.

- Don't be afraid to knock on doors, but do it at a decent hour. The following areas have many apartment buildings with on-premises offices: Babylon, Farmingdale, Hauppauge, Freeport, Rockville Centre, Hempstead, Mineola, Port Washington, and Great Neck.

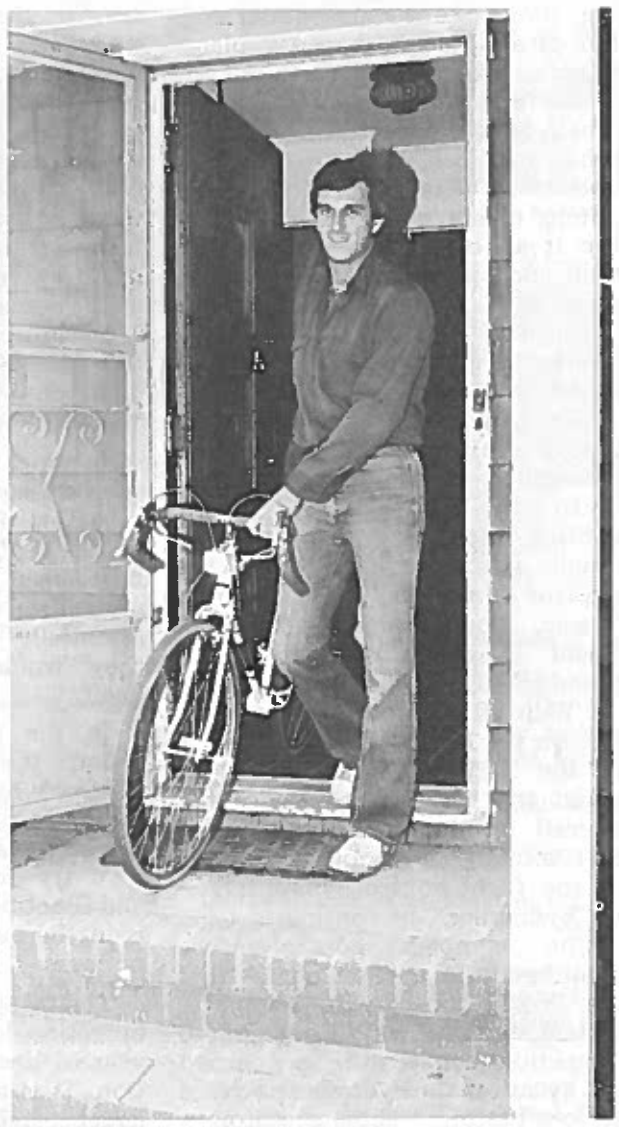
- If you are single, consider sharing. It's usually less costly for two singles to share a two-bedroom apartment than for each to rent a studio.

- Make it well known that you are looking, among both co-workers and friends. Cultivate friendships with people who live in rent-controlled garden apartments — they may know when their neighbors plan to move out. Check the housing file in headquarters once a week, and don't overlook the company bulletin boards. You can even post your own notices.

- Find a dedicated, hard-working real estate agent — especially in Nassau County. After all, an agent earns a month's rent, or more, as a commission. Make him or her earn it by showing you a variety of rentals.

- If you have an apartment you'd like to rent, why not list it in Grumman's housing file? It's a great way to locate responsible tenants, and its entirely free for both tenant and landlord. And you don't have to be an employee to send in a listing. Send a description of the apartment, making sure to specify both the rent and the security deposit required, to: Field Base Administration, mail stop C11-GHQ, Grumman Aerospace, Bethpage, N.Y. 11714.

many Grummanites feel the pinch



Options. *Bill Pershyn (above) is visited on a weekend by his daughter Melody, 8, and son Greg, 10½. He found his Uniondale apartment by word of mouth. At right, Barrie Hughlock takes a bicycle ride after work. He found the rental market on Long Island very tight compared to other parts of the country.*

"That ruined it," he attests. "The third guy had a girlfriend who practically lived there. Plus, he complained about my two kids," who stay with Pershyn on weekends.

So Pershyn moved to his present address — the third floor of a two-family house in Uniondale. "I'm not sure I like it entirely," he says. "The landlady lives downstairs, and she seems to complain about every little thing — the kids, whatever."

Pershyn didn't find it inordinately difficult to find an apartment — he just advises would-be renters to rely on sources other than newspaper ads. These include tacked-up notices in stores and on company bulletin boards, and word of mouth. Many landlords don't like to advertise, he maintains.

But he agrees that rents are steep, and for that reason, he found a roommate for his apartment. Be selective, he says. "When you're sharing an apartment, it's close quarters. You learn a lot of things about a person, and many of them are negative."

A different note

Not all renters have hard-luck stories to tell. Charles Squires, an associate administrator in Software Systems, Plant 35, found a studio apartment in what used to be the garage of a private house in Lindenhurst. He spent about a week looking, shunned real estate agents, and found the apartment from an ad in a small weekly newspaper. Squires used to live in Manhattan, so he was surprised to find it that fast.

"Compared to Manhattan, it's many times easier to find a place to live on Long Island," he says.

He pays $350 a month for an 18 by 23 foot living space with a kitchen on one end, a bathroom, and with Squires' own built in furniture dividing the room in two. And unlike many non-absentee landlords, who might complain incessantly about noise or visitors, Squires' are, in his words, "great people."

"We get along very well," he says. "It's a couple with a daughter who just graduated high school. They let me use the backyard, and we've even had dinner together on occassion. . . they go out of their way to be helpful."

The only gripe Squires has about his apartment is that he must drive a half-hour each way to work.

Getting out

Probably the best alternative to renting is purchasing a house, co-op, or condo, and until the late Seventies, that wasn't so hard to do. Recently prices have skyrocketed. One woman manager at Grumman, who asked not to be identified, took an unusual step: she purchased a two-family home with another single woman. Each has her own apartment, and both units are equal in size. Previously both lived in Queens — one rented, the other owned a co-op.

"We were able to buy a better home with combined resources than either of us could afford separately," she notes. "We got a tax shelter, and we're closer to work. Now, instead of traveling 22 miles each way, I go only three."

The two women co-own the house — both names are on the mortgage. While such arrangements were unheard of 10 or 15 years ago, they have recently become more common, and the Grummanite's mortgage was approved quickly. The house was still a big expenditure — the purchase price was in the mid-100s — and one for which this career woman saved for years. For example, she still drives a 14-year-old car.

"What's most important is that the two people know each other very well, because it could be a very risky undertaking otherwise," she notes.

Despite some of the hardship of finding living space, all of those interviewed really enjoy living here — and they plan on staying.

"The area really has quite a lot to offer," says Hughlock.

Another story

Just as renters are coping with their predicament in creative ways, many Long Island homeowners are discovering that an apartment in their basement, dormer, or over or behind the garage is one way to cope with a hefty mortgage, rising taxes, or a shrinking family.

Don Woodworth, a senior estimator on the F-14 Program, will become a novice landlord this month — he just finished converting the detached garage of his Fort Salonga house into a one-bedroom apartment. He hopes to rent it to a single person in the high-tech field — "It's really too small for a couple," he says — and for that reason, he put a listing into the rental file in Plant 28.

"If it was an off-site rental, I wouldn't care as much about who I rent to, other than that they wouldn't bust the place up," he says. "But I have a family, so I want someone with good character. Renting to a high-tech specialist, I can make that presumption, as well as a presumption that they can afford the rent, and will pay it on time.

"In fact," he adds, "the rental price is lowest in importance to me. I would lower it somewhat for someone I liked. The most important thing is the person's character. Renting to someone from Grumman, or one of the other high-tech companies, would be ideal."

Iron Monster flexes X-29's muscles

It looks like the steel-girder skelton of a strangely shaped airplane. Wires and metal tubing are attached to the framework and lead back into a battery of computers, gauges, and other high-tech hardware. When in operation, its electric-powered pumps create quite a din. And to top it all off, the mechanics who built and operate it call it the "Iron Monster."

Located in Plant 14, the Iron Monster is a steel frame laid out to resemble the general shape of the X-29—steel girders represent the unique forward swept wings and fore-mounted canards. "Its purpose is to simulate the X-29's flight control actuators and internal hydraulic system — what we call the airplane's muscles," says Orlando Vescio, group leader for the X-29 Flight Control Hydraulic Test Stand (FC/HTS).

"With all of the emphasis being put on the high-technology aspects of the X-29, little has been said about the basic mechanics of the aircraft — the mechanical system that actually carries out the orders of the flight control computers — the hydraulics," he continues.

The complex control-surface reconfiguration adjustments that the X-29's fly-by-wire computer system dictates — at a rate of 40 corrections per second — are carried out by automatic hydraulic-powered servo-actuators. "These actuators — essentially very sophisticated electrohydraulic devices — are an integral and a vital feature in the overall system that enables what is an inherently unstable design in the X-29 to fly," states Vescio.

"As important as making sure the computers on-board the airplane work, we have to be equally certain that the hydraulic actuators which those computers control, will perform according to its design. And most importantly, that it will do so under actual flight conditions. That is the job of the Iron Monster — to test the X-29's hydraulic system under simulated flight conditions," explains Vescio.

In order to accomplish this task, the very same hydraulic lines, servo-actuators, fluid reservoirs and other features of the X-29's "muscles" have been mounted on the steel-girder Iron Monster frame. "All are essentially in the same location as they would be on the airplane itself."

In the Plant 14 Iron Monster room, the hydraulic system is powered by large electric motors, rather than the jet engine that will power the system aboard the X-29. "We try to simulate the location and function of the system just as it is in the airplane — within reason, of course," he notes.

The X-29 Iron Monster became operational in early 1982 after one year of development and construction. It is a direct descendent of a larger steel frame F-14 Iron Monster test stand located nearby in Plant 14. "The X-29 Iron Monster is considerably smaller than the F-14 model, as is the case with the two airplanes," adds Vescio.

"Also, on the F-14 test stand we added a dummy cockpit complete with a direct mechanical hook-up — via cockpit stick and foot pedals — to the surface actuators, similar to the system in the airplane.

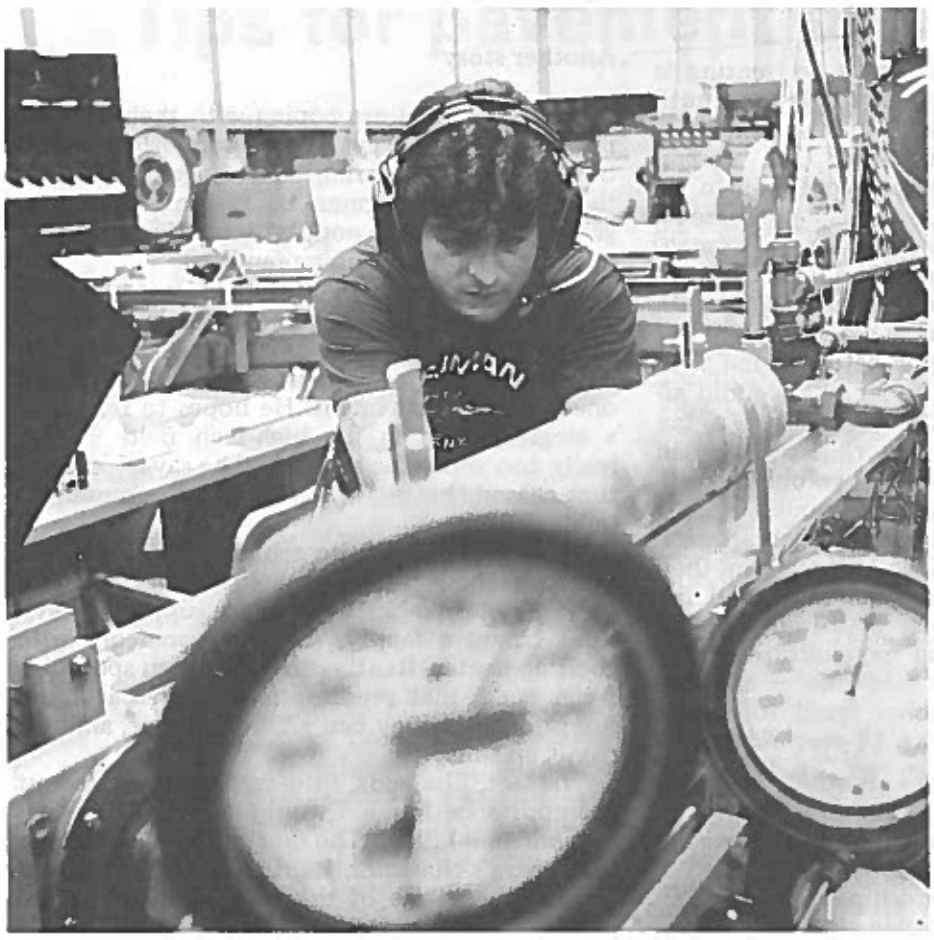
"For the X-29 test stand, since the pilot does not have any direct mechanical connection to the control surface actuators, what we've done instead is to have a direct computer link-up to the Plant 14 fly-by-wire lab adjacent to the Iron Monster room," asserts Vescio. "There we have a stationary cockpit mock-up where a pilot can move a set of controls connected to electrical transducers to simulate flight control maneuvers. The flight computers then relay the proper messages to the servo-actuators on the Iron Monster. Everything is done with the computers — again, just as it will be when the X-29 is flying."

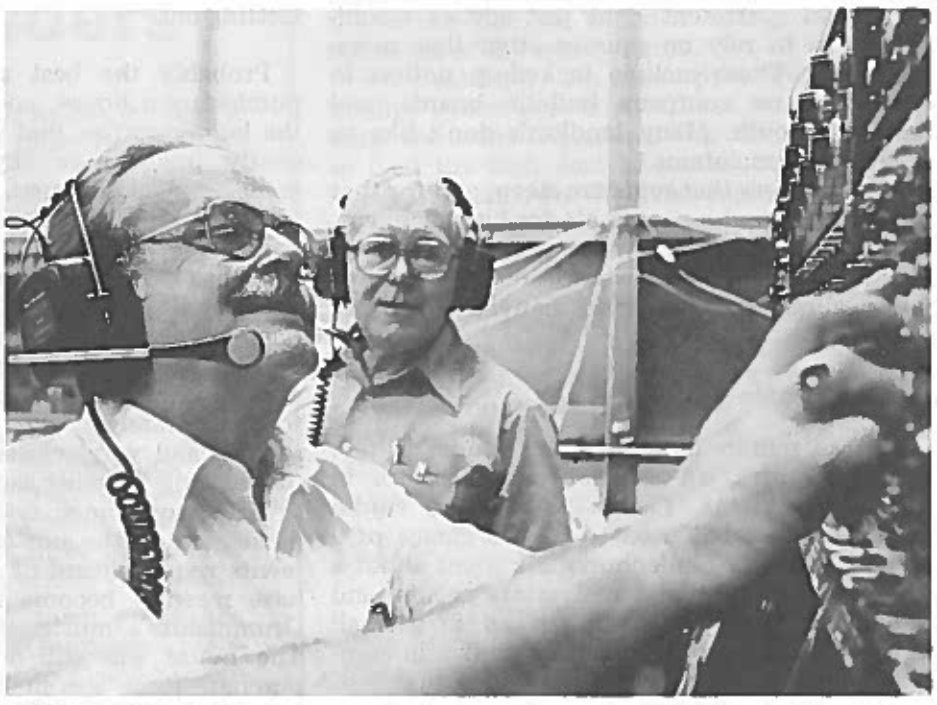
Currently the Iron Monster is being put through its paces as part of a "full-up simulation" of the fully integrated aircraft flight control system. "At our end, in the Iron Monster room, we will be checking the operation of the servo-actuators, watching pressures flow in the hydraulic lines, monitoring reservoir levels and making sure the overall system performs up to par," explains Vescio. "We will also be paying particular attention to the effect, if any, of vibration on the system. We learned about the damage that vibration can do to the hydraulic system of an airplane in tests run on the F-14. We want to make sure we know how the system will react to any flight stresses beforehand. The testing is pretty intensive. We're running two shifts each day, five days a week, with Danny Katzenstein as my counterpart during the night shift," he notes.

All of the test data generated by the Iron Monster is recorded on PCM — pulse code modulated — digital computer tape. The tapes are then sent to the flight test engineers in Calverton for careful analysis.

For the X-29's first flight tests at California's Edwards Air Force Base, the Plant 14 flight simulator will have a direct microwave link-up to Calverton's Plant 7 Automated Telemetry Station. "When the X-29 goes up, the Calverton flight test engineers will be monitoring it on a 'real time' basis via satellite hook-up with Edwards. In turn, we will be communicating with Calverton by means of a microwave hook-up. This way we can run tests and monitor the airplane's hydraulic system simultaneously in the air over California and on the ground in the Plant 14 lab," Vescio explains.

"After the flight test, the X-29 Iron Monster will act in a support role much as the F-14 Iron Monster now does. If any problems or questions on the airplane's hydraulic system come up in the future, we'll be here to work out the answers. That's the Iron Monster's lifetime job," he concludes.





Keepers of the Iron Monster. *The X-29 Iron Monster's purpose is to simulate the X-29's flight control actuators and internal hydraulic system — the X-29's muscles. At left, Wayne Marschner, hydraulic technician checks out the monster's gauges. Above, Orlando Vescio (L), group leader, and Jim Sweetland, electronic engineer, work in the Plant 14 control room.*

N. Maresco

V.P. Mackle

W.J. Mebes

T.W. Dispenziere

G. Vocelka

D.E. Carroll

R. Crowell

J.W. Cappiello

J.R. Kennedy

service milestones

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Kenneth G. VanCott, Prod. Supervision (1)
Paul R. Dickman, Loads & Criteria (35)
Alvord A. Elliott, Flt. Ops. Insp. (7)
Dick Crowell, ILS Prog. Mgt. (9)
Joseph W. Cappiello, Maint. (12)
James R. Kennedy, Matl. & Struct. Mech. (26)
John J. Costa Jr., Pricing & Anal. (30)
Vladimir G. Dugandzic, Navig. & Cont. Equip. (35)
Edward T. Albrecht, Supt. Sys. (203)
Richard R. Lehecka, Fld. Ops. (269)
Michael S. Cucurrullo, Grumman Corp.

35

Ali Sulton Jr., Controls (2)
Santo A. Licciardello, Prod. Supervision (3)
Doris Cusick, Assy. Methods (5)
Philip J. Manitt, Aero Test (5)
Henry J. Schneider, Matl. Ops. (6)
Leonard Duschenchuk, Lab. Mgmt. (14)
Raymond M. Harer, Struct. Des. (40)
Joseph DeCarlo, Mech. Det. & Fin. (43)
Stanley A. Hills, Matl. Mgmt. (77)
Frederick J. Edwards, Grumman Corp.

30

Dorothea M. Zotter, Prod. Rel. & Anal. (2)
Vincent E. Morgan, Mfg. Est. Adv. Proj. (2)
Michael Krot, Corp. Inst. Ops. (7)
Harry Prodromides, Pres. Serv. (25)
Lucille E. Musil, Matl. Mgt. (30)
Patricia E. Newark, ILS Sect. Serv. (39)
Lenora H. Brown, Resources (43)
Charles P. Olson, Prog. Mgt. (77)
Mildred Stanonis, Grumman Corp.

25

Nicholas Maresco, ILS Ops. Supt. (1)
Vincent P. Mackle, Flt. Avionics (4)
William J. Mebes, Prod. Dev. Center (5)
Joseph A. Menniti, Marketing (5)
Thomas W. Dispenziere, Instr. Test (6)
John A. Bailey, F-14 Joining (6)
George Vocelka, Struct. Subs. (6)
Douglas E. Carroll, Meas. Std. (6)

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Pete E. Remington, F-14 Program Vice President (1)
George J. Ciullo, Assy. Methods (1)
Christopher Sikalis, ILS Sys. Concepts (1)
Bernard Hurewitz, ILS Sub-Sys. Engr. (1)
William P. Fitzpatrick, ILS Auto Circuit Anal. (1)
Emanuel A. Gurrieri, Crew Sys. (1)
Stephen H. Alexander, Sys. Cost/Perform. Anal. (1)
Harry Chin, Comp. Arch. (1)
Solomon C. Danels., Software Anal. (1)
Charles F. Tilley, Spec. (1)
Walter J. Smrek, Sys. Dev. & Integ. Proj. Mgt. (1)
Charles S. Nathan, Qual Engr. (1)
Louis J. Petersen, Conf. Data Mgmt. (1)
James J. Kiles Jr., Bus. Off. Personnel (2)
Walter A. Jasuta, Q.C. Mech. Insp. (2)
Raymond F. Wrobleski, Conv. Mach. (3)
George Young, Conv. Mach. (3)
Alfred Leverton, Sm. Parts Fab. (3)
Peter Juszczuk, Assy. (3)
Dominick Bellizzi, Assy. (3)
Ogeous Lewis, Q.C. Mech. Insp. (3)
Evelyn S. Metcalf, Repair Cont. (4)
Peter Chaldaris, ILS Elect. Pkg. (4)
Robert L. Whelehan, Veh. Lia. Engr. (4)
Joseph C. Locurto, Supt. Equip. Prod. (5)
Albert T. Lucas, Financial Ops. (5)
Edward M. Czarneta, Supt. Sys. (5)
John D. Tolmie Jr., Corp. Plann. Cont. & Budg. (5)
Lazarus D. Francino, Dir. Calv. Eng. & Stf (6)
Charles R. Baxter, Flt. Dyn. & Load (7)
George G. Tegeler Jr., Corp. Inst. Sys. (7)
Robert R. Maller, Metallurgical Lab. (12)
Clifford J. Shaver, Metallurgical Lab. (12)
Henry W. Poelker, Meas. Std. Lab. (12)
William Jackewicz, Sys. Integ. (14)
Thomas F. Jenkins, Simulation (14)
Carmine T. Melito, Insp. Elect. Test Lab. (14)
Helen Finnick, Repro Serv. (15)
Raymond H. Ivers, ILS Pubs. Proj. Mgt. (15)
Seymour Vlodkowsky, Sys. Integ. (1)
David A. Pearsall, Trans. Ops. (20)
Jesse Crayton, Whse. (21)
William Merino, ILS Site Rqmts. (25)
Henry F. Dircks, Comp. Arch. (25)
Daniel L. Cooper, Fld. Admin. (28)
Bernard G. Distler, Subsystems (30)
Henry Bligh, Pricing & Anal. (30)
Edwin F. Black, Pricing & Anal. (30)
Frank A. Sorrentino, Corp. Proc. Ops. (30)
Quentin R. Mohr, Sub. Cont. Surv. (30)
Anthony M. Fama, Tech. Rqmts. (30)
Robert J. Bozza, Gen. Acct. (30)
Vincent Maone, Sys. Cost/Perf. Anal. (31)
Herman J. Schineller, Sys. Des. (31)
Herbert Charnes, Sys. Dev. & Integ. Proj. Mgt. (31)
Donald L. Seidenspinner, ILS Syst. Concepts (35)
Raymond A. Bergman, ILS Ops. Supt. (35)
Robert A. Petitt, ILS Sub-Sys. Eng. (35)
Frank V. Perazzo, Sub-Sys. Reli. (35)
Joseph Austin, Optic & Display Equip. Des. (35)
Theodore Agress, Prod. Tech. Dev. M/S (35)
Anthony C. Vespa Jr., Funct. & Proj. Admin. (35)
Karul Baleisis, ILS Ops. Supt. (40)
John Railton, Sub-Sys. Reli. (40)
Peter Goldblatt, Sub-Sys. Reli. (40)
Anthony P. Valenzano, Elect./Mech. Des. (40)
Charles E. Boylan, Software Supt. (40)
Ronyl P. Pelletier, Prog. Mgmt. (43)
Pasquale Russo, Sys. Integ. (43)
Terry A. Munroe, Bus. Plann. (43)
Charles W. Paravella, Train. Sys. Prog. (47)
Herbert J. Holzwarth Jr., Expediting (66)
Edward M. Cook, Pwr. Plt. (77)
John P. Benvenuto, Tool Eng. (77)
Adolf W. Linden, Tech. Staff (105)
Richard J. Manzo, ILS Eng. Mgt. (106)
Charles E. Lloyd Jr., ILS Site Rqmts. (106)
Paul E. Cavalier, ILS Auto Test Equip. (106)
Joseph A. Lebel, ILS Auto Test Equip. (106)
Thomas P. Fulfaro, Prog. Contracts (110)
Joseph W. Shipman III, A/C Avion. Sys. (257)
Leonard Zambrowsky, Tech. Ops. & Mgmt. (281)
David B. Webster, Grumman Corp.
Louis D. Dion, Grumman Technical Services
Thomas F. Hennessy, Grumman Technical Services
Joseph V. McCarthy Jr., Grumman Technical Services

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William V. Timlen, Equip Therm. Des. (1)
Robert E. Hendrickson Sr., Heat Treat (2)
Hollis A. Griffith, Maint. (2)
Frederick E. Wilson, Maint. (2)
Maryann Campagno, R.C. Mgt./Staff (2)

E.T. Albrecht

M.S. Cucurullo

Robert M. White, Router & Shear (3)
Robert J. McElroy, Details (3)
Benjamin J. Aleck, Adv. Dev. (4)
Eugene R. Iacona, Assy. (5)
James W. Milner Sr., Sub-Assy. Major (5)
Curtis E. Forgarty, Corp. Instr. Gd. Test (5)
Bernardino A. Testa, Bus. Mgmt. & Anal. (5)
Raymond A. Doskocz, Final Assy. Insp. (6)
Donald C. Dick, Meas. Std. Lab. (12)
Robert M. McCaffrey Jr., Tech. Reqmts. (25)
Richard W. Parmelee, Operations (25)
Richard Baffa, Conf. Data Mgmt. (25)
Elena T. Porrello, Mach Parts/Matl. (30)
Nancy A. Wells, PMM Mil. & Space (30)
Louis J. Ruggiero, Proj. Mgmt. (30)
Ella M. Scully, ILS Sect. Serv. (35)
Leonard E. Harmon, Corp. Qual. Mgmt. (35)
Douglas D. Funk, Elect. (77)

calendar

Aikido Club: (Martial Arts) every Wed., 5 p.m., Recreation bldg. Beginners class. Guests welcome. M. Brooks, Ext. 115-6171/H. Brondo, Ext. 5-2719.

Alcoholics Anonymous: every Mon., 4:30 p.m., Plant 15, conference room C, closed meetings; Personnel Relations, Ext. 53521. Great River meetings: every Wed., 4-5 p.m.; T. Conley, Ext. 53521. Calverton: Chemical Dependency Discussion Group, every Mon., 4-5 p.m., Flt. Test Center, new conference meeting room, open meeting; Personnel, 369-6759; C. Robb, Ext. 117-7038.

Amateur Radio Club: every 3rd Wed. of the month. Meeting held in the white shack on top of Plant 5 by the blue ball, 5 p.m. B. Wengler, Ext. 50188.

Chess Club: every Fri., Recreation bldg., 5 to 11 p.m. Beginner to Expert, guests welcome. K. Marley, Ext. 54901/N. Corso, Ext. 59600.

Coin Club: (Calverton) every Fri., noon lunch, Plant 6, A-6 Action Center conference room. Grumman employees welcome. N. Evangelides, Ext. 117-7242.

Computer Club: 1st Mon. of every month, Recreation bldg., 7 p.m. Computer discussion and demonstration/beginner to advanced programming. Guests welcome. J. Hayne, Ext. 54945/H. Baluta, Ext. 50389.

Dance Club: every Wed., 5-8 p.m., Recreation bldg. Guests welcome. S. Koppell, Ext. 115-3800.

(Continued on page 11)

Plant 66 celebrates 'southern style'

"Eat, drink and be merry" were the orders of the day as Tom Lahey, general manager of Milledgeville Operations, assigned the nearly 1,600 attendees at this year's Plant 66 Grumman Family Picnic the enjoyable task of having fun in the Georgia sun.

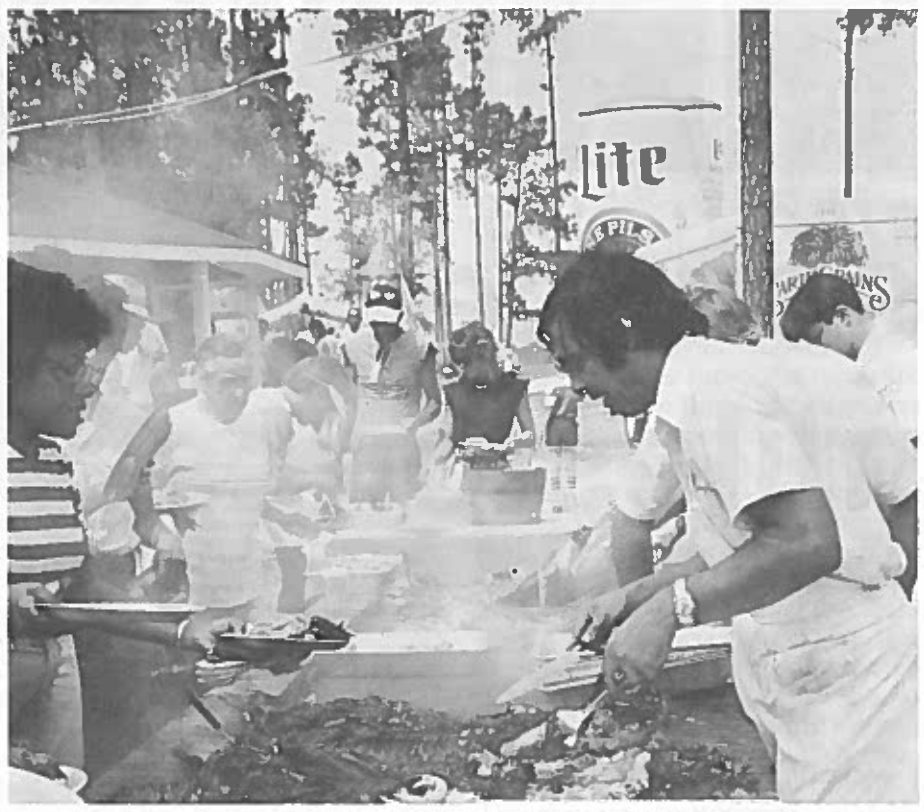
In his address to the picnic's merry-makers, Lahey told fellow Grummanites and their families that 1984 marks the 10th year for the Grumman Family picnic in Milledgeville. "It seems only a few years ago that we held our first picnic with a few hundred people attending. This year we have almost 1,600 Grummanites and their families at the picnic — sharing in good food, renewing old friendships and having fun."

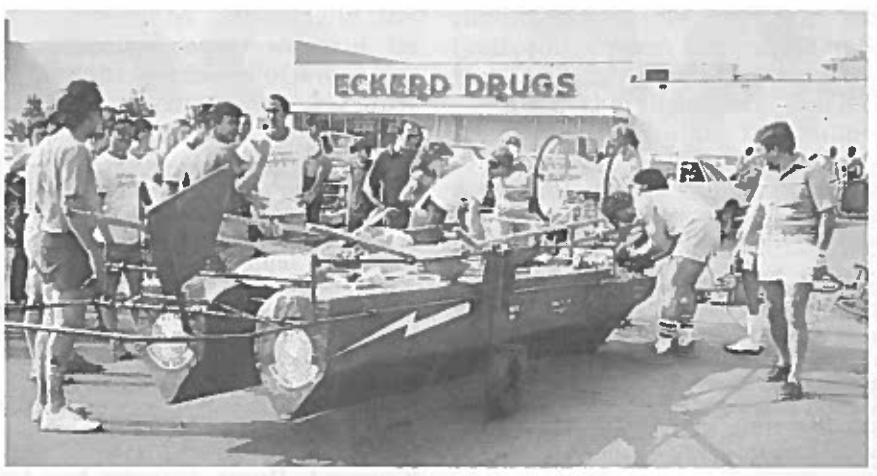
The picnic was held under perfectly sunny skies on Saturday, September 15 at the Georgia College picnic grounds a few miles from Plant 66. Grummanites and their family members of all ages enjoyed such entertainment as the children's races, adult egg-throwing contests and the famous Grumman kiddie boxing bouts. All were invited to dance to the music provided by the live disc jockey who also announced the winners of the numerous door prizes offered.

Over the course of the day, the hungry Grumman crowd managed to eat 17 barbequed pigs, served "southern style" with red-hot sauce on fresh bread rolls — right off the open barbeque pit. In addition, over 300 pounds of Sabrett hot dogs were consumed as well as an unknown quantity of potato chips, sausage-and-peppers, and gallons of cola.

The piping hot and spicy southern barbeque and the day's sultry 95 degree temperature also caused the happy picnickers to quaff some 32 kegs of cold beer.

In all it was a glorious day and one "which none of us will soon forget and all of us look forward to repeating again next year," noted Lahey.





Grummanites race to record

The 1984 Oconee Land and River Race, held in Milledgeville, Georgia on Saturday, September 15, got off to a running start this year — unfortunately it did so without the much vaunted "Team Grumman" entry (see PN 3/22/84, pg. 11).

It seems the Plant 66 squad, who won last year's race in record time, were disqualified from this year's contest because they were unable to make it to the starting line on time. "We were undone by a wrong size chain that was sent to us by mistake," explained Ray Polniak, the team's chief mechanic and designer of both this year's and last year's land and water vessels.

"We had to move the sprocket assembly and reweld the whole thing the night before the race and the extra work caused us to miss the starting time by a mere 25-minutes. It's a timed race so I thought they would still let us go, but those are the rules. We'll be back next year though," he asserted.

Racing for a local Milledgeville pub named Mikelly's Lounge, four other Grummanites easily swept to victory this year. "With Team Grumman out of the running we really didn't have much competition," noted Frank Campbell Jr., chief mechanic for the Mikelly's team and himself a Grummanite. "I'm confident that we would have won no matter who was in the race though," he added quickly.

The winning team consisted of Grummanites Mike Resseque, Derrell Herrel, Eddie Carioli, Mike Romanski and Campbell. They managed to break the two hour mark with a record 1:57 finish.

scorecard

Tennis triumphs

The caliber of play resembled that of the U.S. Open, but the 1984 Grumman Tennis Tournament was an all Grummanite affair. Tournament play began May 14 and ran through August 10. This year's final results offered a few new surprises in the winners column as well as the return of some perennial champions.

Winners tropheys were presented by Grumman Corporation Chairman Jack Bierwirth, who participated in the tournament, at a special awards ceremony held on September 13 in Plant 28A.

New champ

Men's A division singles champion Scott Barlow was "thrilled" to win his first tournament as a Grummanite. Scott is in his first year with the company as an associate resources planner in Plant 43. A former number one singles player at Virginia Wesleyan College, Scott says he was surprised at the high level of competition in the tourney. " I was very pleased with my victory in the tournament especially considering the tough competition I faced. It was really enjoyable and challenging — I'd like to win it again next year, but nothing is guaranteed in this tourney," he said.

Jean Stewart, an executive secretary in Planning Control and Budgets in Plant 5, repeated as the women's singles champion for the fifth straight year. "This year was my personal 'drive-for-five' like the Islanders were trying for. When they didn't make it I was worried, but I managed to pull it off anyway," she stated. "I'll have to think about a try for six next year though. The younger players are getting better and better every year and it might be nice to go out as an undefeated champion," she added.

Craig Langwost, a proposal manager in Plant 5, teamed up with singles champ Barlow to take the men's doubles title for his second victory in that division. Craig, who last won the men's singles title in 1980, gives much of the credit for his doubles victory to partner Barlow. "No doubt having Scott as my partner was a big plus," he said. "But there were also a couple of other personal factors that helped me improve my game this year — mainly my getting on the courts for more practice time," he noted.

Practice pays off

Craig's practice also paid off for him and his wife Elizabeth in the mixed doubles category, where they won for the fourth time. "My wife and I lost in the finals for the last two years mainly because we were busy with our jobs and moving and other outside distractions and didn't get enough practice time in. This year we both got back on the courts more often and it really made a difference," he said.

Other winners in the tournament were: Women's Doubles - Dawn McKiernan, Pl. 29 and Jean Hilsby, Pl. 35; Men's B Singles - Richard Taylor, Pl. 106; Men's B Doubles - Angelo Caporaso, Pl. 1 and Dave Strickland, Pl. 2.

On to Wimbledon. *Grumman Corporation Chairman Jack Bierwirth (L) was on hand to present the trophies at a special awards ceremony for the 'center-court' stars of this year's Grumman Tennis Tournament. The 1984 tourney winners were: (L to R), Jean Hilsby, Scott Barlow, Dawn McKiernan, Dave Strickland, Jean Stewart, Betty Langwost, Angelo Caporaso, Craig Langwost, Richard Taylor, and Gus Spyridon, tournament director.*

Vacation getaways

If you have been saving up your vacation time for that special trip this year, then Grumman Recreation may have just what you've been waiting for. Reservations are still open for several of the special vacation trips.

In early October, why not get away for 17 days of "Festa Italiano?" The trip includes round-trip jet airfare with stops in Milan, Rome, Florence, Pompeii, and nine other Italian cities. Also included are hotel accommodations, sightseeing tours and dining "Italian style" — all for a per person price of $1,449, double occupancy.

For those looking to extend their summer sunworshipping, Recreation is offering a November Florida tour. The round-trip motor coach excursion will leave Long Island on November 7, returning on the 14th. Travel, motel accommodations and guided tours are priced at $315 per person, double occupancy.

November is also the month for more exotic travel, as Recreation presents its "Tour of Israel." Running 10 days, from November 17 through 27, the tour includes deluxe hotels and a guesthouse stay in Galilee as well as sightseeing and fabulous dining — all for $1,280 per person, double occupancy.

For lovers of the tropics, Recreation has a Nassau/Bahamas Thanksgiving vacation. For $519 per person, double occupancy, you can enjoy six days and seven nights from November 17 through 24, on the beaches and in the casinos of Nassau. The vacation package includes round-trip air transportation, deluxe Nassau Beach Hotel accommodations and all the sun you can soak up.

Hot shot. *Lunar Golf League player Horace Holloman was literally on the moon after hitting a hole-in-one this summer. A Plant 2 welder, Horace sunk his perfect shot using a nine iron on the 134 yard fifth hole of the links at the Hauppauge Country Club.*

calendar

(Continued from page 9)

Duplicate Bridge Club: every Thurs., Recreation bldg., 6 p.m. Guests welcome. P. Gill, Ext. 115-8414.

Equestrian Club: every weeknight, Knoll Farm, Brentwood, 6 p.m. Grumman employees and immediate family only. J. Eisenhower, 115-6211.

Fencing Club: every Wed., 4:45-6:30 p.m., Recreation bldg. Free instructions, guests welcome. J. Hayne, Ext. 54945/ P. Chaldaris, Ext. 53486.

Folk Dancers Club: (Calverton) every Thurs., 2nd floor, Plant 6, lunchtime, Grumman employees only. J. Hamelman, Ext. 117-6835.

Grumman Baseball Card Club: first Wed. of every month, 12-12:30 p.m., Plant 25 conference room. S. Froehlich, Ext. 52508.

Klown Klub: every second Tues. of each month, Recreation bldg., 4:15 p.m. Guests welcome. M. Deyns, Ext. 57564.

Karate Club: every Tues. and Thurs., Recreation bldg., beginners 4:30 to 5:30, advanced 5:30 to 7:00 p.m., black belt instructors, physical and mental development. New students at the beginning of each month. Guests welcome. T. Ortiz, Ext. 58497.

Model Railroad Society: every Wed., 7 p.m., Recreation bldg., Regular meeting. Guests welcome. R. Muntz, Ext. 56865.

Magic Club: last Wed., of every month, The Magic Shop, Mid-Island Plaza, Hicksville, 4:45 p.m. Guests welcome. M. Lichaw, Ext. 56114.

Retiree Club: Wed., Sept. 26, 1 p.m., Recreation Bldg. Business meeting, nomination of officers for 1985. Guest speaker will be Lois Lovisolo, Grumman Historian. E. Drasser, Ext. 52133.

Roller Skating Club: every Thurs., Levittown Skating Rink, lessons at 6:30 to 7:30 p.m. Guests welcome. H. Denen, Ext. 52291.

Stamp Club: First three Wed. of every month, 5-6 p.m., Plant 35 cafeteria, trading sessions and discussions. S. Hoops, Ext. 53926.

Table Tennis: every Fri., Recreation bldg., 4 p.m., and on Sunday at 9 a.m. Open to all, both Grummanites and general public. Jim Pope, Ext. 53008.

Tap Dancing Club: every Mon., Recreation bldg., beginners 4:30 to 5:30 p.m., Intermediate 5:30-6:30 p.m. Guests welcome. P. Tropea, Ext. 52260.

Grumman Toastmaster Club: every Wed., GHQ bldg., third floor conference room A, 5 to 7 p.m. Grumman employees only. A. King, Ext. 56779/P. Ivy, Ext. 52931.

Varsity Chess Team Tryouts

Name: ..... Mail Stop: .....

Extention: ..... Perm No.: .....

Varsity chess team forming

If the Machiavellian machinations of the chess board are your kind of sport, then your chance to compete has arrived. Grumman Recreation will be holding open tryouts for the varsity chess team in October.

Anyone interested in checkmating with the best budding Bobby Fishers should attend a general meeting at Plant 28A on October 5th, Friday, at 7:30 p.m. Further information can be obtained by calling Recreation's Mike Cherry at Ext. 52133. Clip and mail the entry form on this page to Mike Cherry, A01-28A.

High-roller holiday

If you've got that lucky feeling again, then maybe it's time to sign up for Grumman Recreation's fall Atlantic City trip. The trip leaves Thursday, November 1 at 9:00 a.m. from the overflow parking field on the west side of South Oyster Bay Rd. south of the railroad tracks, and returns to Grumman on Friday, November 2, at approximately 10:00 p.m.

The gambler's junket package consists of transportation by motor coach to the East Coast gambling mecca with accommodations for one night at the Atlantis Hotel (formerly the Playboy). Also included are a welcome cocktail, two casino packages (coins & meal allowance) baggage handling for one piece of luggage and tour director services.

The cost is $79 per person double occupancy ($124 per person single occupancy, $74 per person triple occupancy). Cash or check payable to Grumman Recreation for $30 per person is required as a deposit to assure confirmed reservation.

Grumman golfers take ESIRA

The Grumman varsity golf team, consisting of two foursomes, took top honors at the Eastern States Industrial Championship Tournament held August 25 and 26 at the Edgewood-In-The-Pines golf course in Hazleton, Pennsylvania.

Dual victory

The eight Grumman duffers swept both first and second place in the tourney with scores of 623 and 653 respectively, in Class A competition. The impressive dual victory was capped by the individual championship scoring effort of Eugene Piwowar, who won the top individual honor in a "match-of-cards" with a low agregate score of 153 for the tournament.

The team victory was the first for the Grumman varsity in the ESICT since 1981. The first place foursome and their scores were: team captain Jim Minsky, 161; Eugene Piwowar, 153; Steven Lake, 154; and Tom Fitzgerald, 155. In second place were: Al Herring, 159; Joe Gambino, 163; Bill Steigele, 163; and Tom Kantoricik, 163.

Islander tix available

It's time to begin a new dynasty in the Colisium as the Islanders hit the ice to win back the Stanley Cup this year. If you would like to be a part of it then head to the Grumman Recreation Office to pick up your Islander hockey tickets.

Limited supply

Tickets will be available in limited supply — first come, first served, priced at $12.00 and $16.50 each. Tickets for the first game, October 20, Saturday, versus L.A. are available starting today. All other games available at later dates — check the Recreation office for further information at Ext. 52133.

Recreation will have Islander tickets for the following games: *November 10, Sat. - Islanders vs. Pittsburgh; November 24, Sat. - Islanders vs. Buffalo; December 27, Thurs. - Islanders vs. Washington; January 29, Tues. - Islanders vs. Minnesota; February 23, Sat. - Islanders vs. Boston; March 26, Tues. - Islanders vs. Edmonton.*

Volleyball starts

The Grumman volleyball season kicks off on Tuesday, October 8, at 5 p.m , in the Kramer School gymnasium in Bethpage. For more information, contact Rich Sailor, Ext. 58492 or Johnny Woods, Ext. 115-3787.

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